

# **185-187 ACACIA ROAD KIRRAWEE**

**Preliminary Site Appraisal**

**Site Potential For 2 Lot Subdivision**

**May 2019**

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It is recommended that further discussions be held with Council planning staff to confirm the advice in this preliminary planning appraisal.

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## APPENDICES

### APPENDIX A – PHOTOS

# Summary

This report provides a preliminary site appraisal for 185-187 Acacia Road, Kirrawee. The site currently contains a single dwelling with detached ancillary structures. We understand the client wishes to investigate future potential for subdivision development of the site.

## Site Description and Key Planning Controls

The subject site is legally identified as Lot 9 of Section 61 in DP 802 and known as 185-187 Acacia Road, Kirrawee. The site is regular in shape with a total site area of 1,347m<sup>2</sup>. The key relevant existing planning controls are Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) and Sutherland Shire Development Control Plan 2015 (SSDCP 2015). The subject site is zoned E4 – Environmental Living under SSLEP 2015. It is noted that while a number of sites in this zone benefit from additional permitted uses allowing dual occupancy development, the site is not identified as benefitting from this additional permitted use.

It is also noted that under the SSLEP 2015 the subject site:

- has a maximum building height of 8.5m;
- has a maximum floor space ratio of 0.55:1;
- has a 40% minimum landscaped area;
- has a minimum lot size for subdivision of 550m<sup>2</sup> for street fronting lots and 700 m<sup>2</sup> for internal lots.
- is not identified as a heritage item however is located adjacent to local heritage item 2402 – “house”;
- is not identified as having additional permitted uses;
- is not identified as being affected by riparian lands and watercourses;
- is not affected by a foreshore building line;
- is not identified as being affected by terrestrial biodiversity;
- is not affected by acid sulfate soils;
- is not identified as being affected by natural landforms;
- is not identified as being affected by groundwater vulnerability;
- is not identified for flood planning; and
- is not identified for land reservation acquisition.

It is also noted that under SSDCP 2015 the site:

- is identified as bush fire prone land to approximately 80% of the site;
- is identified as having a medium archaeological sensitivity;
- is identified on the Road and Rail Noise Buffer Map as being affected by a Road Traffic Buffer Zone;
- is not identified on the Wetlands and Waterways Map;
- is not identified on the Flood Risk Management Map;
- is not identified on the Greenweb map; and
- is not identified as containing vegetation communities.

## Scenarios

The following Scenarios have been considered:

- Scenario 1: Subdivision of the subject site into two allotments with the retention of the existing dwelling on the street fronting lot and construction of

a single dwelling on the rear lot;

- Scenario 2: Demolition of existing structures, subdivision of the subject site into two allotments and construction of a single dwelling on each resulting lot;

As the site does not benefit from additional permitted uses (which can result in some sites in Zone E4 Environmental Living being able to contain a dual occupancy) as discussed in Section of this report 2.4 above, development scenarios have not investigated the potential for this to occur.

### Summary of Key Opportunities and Constraints

Key site opportunities and constraints include:

- **Heritage:** The site is located adjacent a local heritage item – local heritage item 2402. This item is described as “House”. Future development will need to take this into consideration and ensure that it does not detract from the qualities of this item. It is anticipated that this can suitably occur.
- **Bushfire:** The site is affected for the most part by bush fire prone land (vegetation buffer) however it is not anticipated that this issue would prevent a future subdivision. Discussion with a bush fire consultant is recommended to confirm this prior to lodgement of any Pre-DA or DA.
- **Site Area and Dimensions:** The internal lot resulting from the proposed subdivision requires an area of at least 700m<sup>2</sup>, and the street fronting lot requires an area of at least 550m<sup>2</sup> (1,250m<sup>2</sup> in total). The following Six Maps extract shows approximately where the boundary would need to be to enable a lot of approximately 700sq.m to the rear. It should be noted that scenario 1 (which maintains the existing house) may require some careful thought in relation to providing car parking for the front lot. It is noted that Council are very unlikely to accept a garage in front of the existing building and providing a double garage in the rear of the property will be difficult in terms of maintaining adequate setbacks and rear Private Open Space area. It is possible that part of the existing dwelling would need to be demolished to enable the carparking to be achieved and/or that one of the spaces may need to be a carport rather than a garage. This aspect needs further investigation in the detailed design phase as there may also be other solutions.



Source: Six Maps

Approximate 700sq.m Potential Rear Lot

- **Right of Carriageway(ROC)/Access handle:** ROC/Access handle widths should ideally be 4m however it appears that the existing width between the house and side boundary may be just short of this. It is considered likely that Council would accept a merit argument for this aspect for scenario 1 if the detailed survey showed that to be case.
- **The existing dwelling:** The site contains an existing dwelling. While the detached garage will likely need to be demolished, it may be an advantage to retain the existing dwelling as part of the subdivision as this could add to the value of the street fronting lot.
- **Street setback:** Under Scenario 1 where the existing dwelling is to be retained, the existing front setback would remain acceptable. Under Scenario 2 where the existing dwelling is demolished, a proposed subdivision would need to demonstrate that a future dwelling could be located on the street fronting lot with a compliant front setback. The site is subject to a minimum street setback of 7.5m with a 1.5m articulation zone for one third of the façade area, or the established street setback. The established street setback is the average setback of dwellings having the same road frontage and located within 40m of the subject site. It is noted that street setbacks vary, and this warrants an estimation of the average street setback that would technically be applied to the site. The following dwellings are therefore relevant to the estimation of the established street setback (as estimated using Shire Maps):
  - 181 Acacia Road: Approximately 7.7m;
  - 183 Acacia Road: Approximately 13.5m;
  - 189 Acacia Road: Approximately 14.3m; and
  - 191 Acacia Road: Approximately 8m.

The average of the above setbacks is approximately 10.9m. It is anticipated that this established setback could be accommodated for. It is noted that further attention may be provided to this setback given that the site is adjacent a heritage item which would have a greater setback. Discussion on Council's opinion on this would be beneficial, as would advice from a heritage consultant. This front setback may affect the maximisation of the street fronting lot's available gross floor area given that it is greater than 7.5m, however a reasonable sized dwelling is anticipated to be able to be accommodated for on this lot.

- **Stormwater and Drainage:** The site slopes away from the road, which can have implications for stormwater and drainage. It is recommended that further investigation be carried out to determine whether or not the site currently benefits from any formal easements, and whether any are required to be obtained to facilitate future development. This issue is normally able to be addressed, but may result in some additional development costs. This can be explored with the assistance of a stormwater specialist.
- **Survey:** A survey is highly recommended to provide detailed information on site levels and easements. It will also allow the accurate measurement of the existing setback between the dwelling and southern boundary to assist in determining if a right of carriageway can be provided within the existing setback, or whether works would be required to widen this area.



- **Permissibility:** While sites zoned E4 Environmental Living are generally prohibited from containing a dual occupancy, some sites are provided with additional permitted uses to allow a dual occupancy. The subject site does not benefit from any additional permitted uses.

Overall, and subject to the outcome of the above, it is anticipated that future development on site can be appropriately designed with regard to the site's constraints, opportunities and identifications subject to the obtaining of a detailed survey, architectural investigation, heritage advice and consultation with other suitably qualified professionals as discussed within this report. It is anticipated that the site will be able to be suitably subdivided into two lots, with each future lot able to accommodate a reasonable size dwelling and functional layout, maximising amenity and minimising impacts to the environment and surrounding development.

## Compliance

It is anticipated that it is likely all key controls with SSLEP 2015 and SSDCP 2015 can be satisfied. A summary of anticipated compliance with development controls is provided below:

### SSLEP 2015

Item	Requirement	Comment	Likely Compliance
<b>Minimum Subdivision Lot Size</b> CI 4.1	550m <sup>2</sup> for a street fronting lot 700m <sup>2</sup> for an internal lot	With a site area of 1,347m <sup>2</sup> as per the real estate listing, compliant areas for each lot can be provided.	✓
<b>Minimum Subdivision Requirements</b> CI 4.1A	Minimum site width of 18m at the building line required  Minimum site depth of 27m required	The site has a width of more than 18m and allows compliance for each future lot.  The site is estimated to be approximately 67m in length which allows compliance for each future lot.	✓
<b>Height</b> CI 4.3	Maximum of 8.5m	Anticipated compliance (subject to architectural design). This would likely allow for a 2-3 storey dwelling.	✓
<b>Floor space ratio</b> CI 4.4	Maximum of 0.55:1	Anticipated compliance. With a site area of 1,347m <sup>2</sup> as per the real estate listing, a maximum gross floor area of approximately 740m <sup>2</sup> is allowable across the site.	✓
<b>Landscaped area</b> CI 6.14	Min 40%	With a site area of 1,347m <sup>2</sup> as per the real estate listing, a minimum of approximately 540m <sup>2</sup> deep soil landscaping is required and is anticipated to be able to be provided (subject to architectural and landscape design).	✓

### SSDCP 2015

Item	Requirement	Comment	Likely Compliance
<b>Streetscape and Building Form</b> CI 1.2	2 storey maximum, basements not permitted. Can be varied.	Anticipated compliance	✓
	2 or 3 storey development within front 60% of site only.	Anticipated compliance	✓
<b>Setbacks</b> CI 2.2	Front setback (street fronting lot): 7.5m with 1.5m articulation zone for 1/3 façade area, OR established street setback. Front setback (internal lot): 4m	Anticipated compliance.	✓
	Side setbacks: 1.5m	Anticipated compliance.	✓
	Rear setback (street fronting lot): 6.0m Rear setback (internal lot): 4.0m	Anticipated compliance.	✓
<b>Landform</b> CI 3.2	Cut and fill must not exceed 1m from ground level, however can be varied subject to satisfaction of other requirements	Anticipated compliance.	✓
<b>Landscaping</b> CI 4.2	Maximum 50% of front setback to be hard surface.	Anticipated compliance	✓
	Minimum 50% of front setback to be deep soil landscaping.	Anticipated compliance	✓
	Minimum of 4 trees, minimum of 2 indigenous canopy trees (min. height 5m) within 3m of the front boundary and minimum of 2 indigenous canopy trees (min. height 5m) within 2m of the rear boundary.	Anticipated compliance	✓
<b>Building Layout, Solar Access and Private Open Space</b> CI 5.2	Minimum of 3 hours of direct sunlight between 9am and 3pm in midwinter to a living area within the dwelling.	Anticipated compliance	✓
	Private open space to be provided with a minimum area of 36m <sup>2</sup> (with a minimum dimension of 6m), of which 9m <sup>2</sup> must be paved.	Anticipated compliance	✓
	10m <sup>2</sup> of private open space has 3 hours of solar access between 9:00am and 3:00pm at winter solstice.	Anticipated compliance	✓
	For neighbouring properties windows of living areas and 10m <sup>2</sup> of private open space has 3 hours of solar access between 9:00am and 3:00pm at the winter solstice.	Anticipated compliance	✓
<b>Parking</b> CI 7.2	Two parking spaces per dwelling house.	Anticipated compliance, noting that detailed design is required for scenario 1.	✓  ✓



	2 single garage doors (max. width 3m) or 1 double garage door (max. width 6m) to face the street.	Anticipated compliance	✓
	Driveways should not exceed a maximum width of 6m at the front boundary.	Anticipated compliance	
<b>Waste Management</b> CI 8.2	<i>Each dwelling must be provided with a waste storage area capable of accommodating the following:</i> <i>a. 120 litre garbage bin</i> <i>b. 240 litre recycling bin</i> <i>c. 240 litre green waste bin</i>	Anticipated compliance	✓

### Next Steps

The following actions are recommended to be undertaken:

- **Architectural, Stormwater, Bushfire and Heritage Investigations:** It is recommended that the redevelopment scenario be investigated further by an architect. In addition, It is recommended that further advice be sought in relation to stormwater, bushfire and the heritage item adjacent the site to ensure that future development responds appropriately to those constraints; and
- **DA phase:** subject to the outcome of the investigations full detailed architectural, landscape, stormwater and other plans and reports would need to be developed. Wynne Planning can recommend suitable consultants if desired, and can prepare a Statement of Environmental Effects using some of the information within the preliminary site appraisal and Pre-DA notes (if applicable).

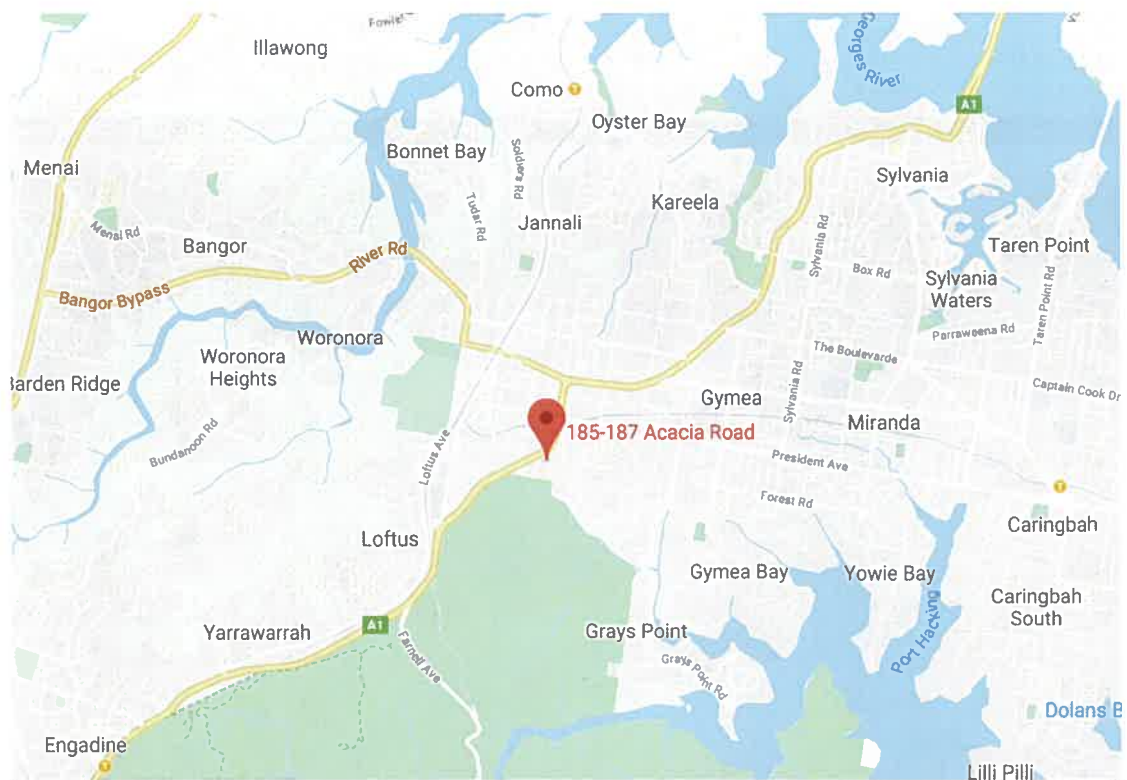
# 1 Introduction

This report provides a preliminary site appraisal for 185-187 Acacia Road, Kirrawee. The site currently contains a single dwelling with detached ancillary structures. We understand the client wishes to investigate future potential for subdivision development of the site.

# 2 Context

## 2.1 Locational Context

The subject site is located in the suburb of Kirrawee within the Sutherland Shire Local Government Area (LGA) located approximately 30km to the south of the Sydney CBD. Surrounding suburbs include Sutherland, Kareela, Gymea, Gymea Bay and Grays Point. Refer to Figure 1 to Figure 3 below.



Source: Google Maps

Figure 1: Regional Site Context



Source: Shire Maps

Figure 2: Local Site Context



Source: Shire Maps

Figure 3: Aerial Site Context

## 2.2 Site Description and Analysis

The subject site is legally identified as Lot 9 of Section 61 in DP 802 and known as 185-187 Acacia Road, Kirrawee. The site is regular in shape with a total site area of 1,347m<sup>2</sup> as per the real estate listing (noting that the information provided within the DP is difficult to read and confirm a number).

### 2.2.1 Surrounding Development

Key characteristics of the surrounding area include:

- The immediate surrounding area is characterised by a mix of older style one and two storey detached residential dwellings and dual occupancies set within a low density residential environment.
- Parks in the surrounding area include Nyrang Place Reserve Playground located approximately 600m to the north east of the site and Kirrawee Oval and Helena Street Dog Park, both located within 350m of the site.
- Sutherland North Public School is located approximately 1.8km to the north of the site, St Pat's College is located approximately 1km to the north west of the site and Kirrawee Public School and High School are both located within 1.5km of the site.
- Kirrawee Train Station and town centre are located approximately 1km to the north east of the site.

### 2.2.2 Existing Site Conditions

Key characteristics of the site include:

- **Existing development on site:** The subject site contains an existing dwelling with a detached garage at the rear of the dwelling.
- **Vehicular and pedestrian access:** Vehicular access is currently available via a driveway located off Acacia Road extending west along the southern boundary leading to the rear garage. Pedestrian access is available via the driveway.
- **Existing vegetation:** Existing vegetation includes mature trees, shrubs and large portions of grassed areas.
- **Topography:** The site falls down from the north eastern corner to the south western corner by approximately 2m (as estimated using Shire Maps – a detailed survey should be obtained to confirm this and provide more detailed information on site contours and levels). The site therefore drains to the rear however we are not aware of any formal drainage easements.
- **Views:** The site does not have important views given its distance from the CBD and the ocean.
- **Solar access/shadow and privacy:** The subject site has a northern aspect to the side and a western aspect to the rear which allows development on the site to achieve suitable solar and daylight access for living areas and outdoor private open space.
- **Services, easements and other restrictions on title:** Services such as electricity, sewer and water are all anticipated to be available to the existing development. A detailed survey should be obtained to confirm this and



whether or not any easements affect or benefit the property. There are identifications relating to minerals and mining that could be further investigated however are not anticipated to prevent development.

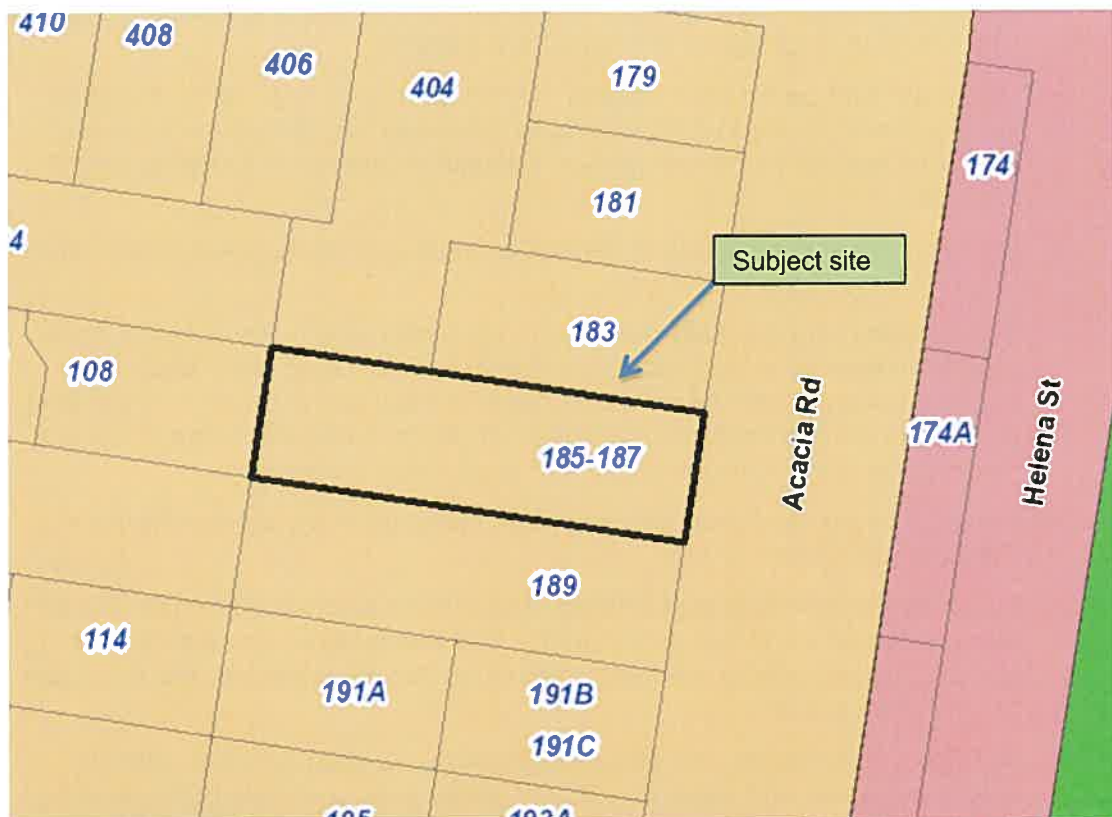
- **Surrounding noise sources:** The front of the site adjoins a local road and is surrounded by low density residential development. Existing noise impacts are therefore likely to be mostly generated by intermittent local traffic.
- **Heritage:** There are no buildings or items of heritage significance identified under Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) on the site however, the neighbouring site, No 189 Acacia Rd is identified as a local heritage item – 2402 House.
- **Other site constraints:** The site is identified as being bush fire prone land. The site is not known to be contaminated and there are no other known site constraints such as flooding, groundwater or acid sulfate soils.

## 2.3 Pre DA History

There have been no recent development applications on this site.

## 2.4 Planning Controls

The key relevant existing planning controls are Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) and Sutherland Shire Development Control Plan 2015 (SSDCP 2015). The subject site is zoned E4 – Environmental Living under SSLEP 2015. Refer zoning map extract below. It is noted that while a number of sites in this zone benefit from additional permitted uses allowing dual occupancy development, the site is not identified as benefitting from this additional permitted use.



Source: Shire Maps

Figure 6: Zoning Map Extract

It is also noted that under the SSLEP 2015 the subject site:

- has a maximum building height of 8.5m;
- has a maximum floor space ratio of 0.55:1;
- has a 40% minimum landscaped area;
- has a minimum lot size for subdivision of 550m<sup>2</sup> for street fronting lots and 700 m<sup>2</sup> for internal lots;
- is not identified as a heritage item however is located adjacent to local heritage item 2402 – “house”;
- is not identified as having additional permitted uses;
- is not identified as being affected by riparian lands and watercourses;
- is not affected by a foreshore building line;
- is not identified as being affected by terrestrial biodiversity;
- is not affected by acid sulfate soils;
- is not identified as being affected by natural landforms;
- is not identified as being affected by groundwater vulnerability;
- is not identified for flood planning; and
- is not identified for land reservation acquisition.

It is also noted that under SSDCP 2015 the site:

- is identified as bush fire prone land to approximately 80% of the site;
- is identified as having a medium archaeological sensitivity;
- is identified on the Road and Rail Noise Buffer Map as being affected by a Road Traffic Buffer Zone;
- is not identified on the Wetlands and Waterways Map;
- is not identified on the Flood Risk Management Map;
- is not identified on the Greenweb map; and
- is not identified as containing vegetation communities.

# 3

## Development Scenarios

### 3.1 Overview

It is understood that the client wishes to gain advice on the potential for the future development and subdivision of the site.

The following Scenarios have been considered:

- Scenario 1: Subdivision of the subject site into two allotments with the retention of the existing dwelling on the street fronting lot and construction of a single dwelling on the rear lot;
- Scenario 2: Demolition of existing structures, subdivision of the subject site into two allotments and construction of a single dwelling on each resulting lot;

As the site does not benefit from additional permitted uses (which can result in some sites in Zone E4 Environmental Living being able to contain a dual occupancy) as discussed in Section of this report 2.4 above, development scenarios have not investigated the potential for this to occur.

The following discussion in section 4 of this report provides advice relating to this and assumes the following:

- Information provided within the Contract of Sale is correct;
- The subdivision would result in one street fronting lot and one internal lot; and
- Full compliance with relevant State Environmental Planning Policies, SSLEP 2015 and SSDCP 2015 is to be aimed for.

# 4

## S4.15 Assessment

The following discussion provides a planning assessment having regard to the relevant matters for consideration under Section 4.15 of the Environmental Assessment Act, 1979.

### 4.1 State Environmental Planning Policies

Appendix B contains an analysis of potentially relevant State Environmental Planning Policies (SEPPs). A summary discussion is included below.

#### **State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004**

A valid BASIX Certificate will be required for any future residential development on the site in excess of \$50,000 to accompany a Development Application. It is anticipated that BASIX requirements could be met (subject to architectural design).

#### **State Environmental Planning Policy No 55—Remediation of Land**

This SEPP contains planning controls for the remediation of contaminated land and requires an investigation to be made if land contamination is suspected. The site is not known by Wynne Planning to be contaminated.

#### **State Environmental Planning Policy (Infrastructure) 2007**

The subject site is within proximity to a major road – Princes Highway. It is located within a Road Traffic Buffer Zone (AADT > 40,000), according to Sutherland Council's Road and Rail Noise Buffer Map. Clause 102 of this SEPP relates to this identification and provides requirements relating to noise and vibration levels and residential amenity. It is anticipated that future development on site could be appropriately designed to ensure the amenity of future occupants (subject to architectural design), and it is anticipated that the advice of and a report prepared by an acoustic consultant would be required.

#### **State Environmental Planning Policy (Coastal Management) 2018**

This SEPP contains planning controls relating to development identified as being located within the Coastal Zone. The subject site is not in proximity to the coast and is accordingly not identified on this SEPP's mapping.

## 4.2 Sutherland Shire Local Environmental Plan 2015

This site appraisal examines the potential for future development of the subject site. “*Dwelling house*”<sup>1</sup> is a permissible use within Zone E4 – Environmental Living and future development of this nature is therefore permissible under the LEP. Scenarios 1 and 2 are therefore permissible.

“*Dual occupancy*” is a prohibited use within Zone E4 – Environmental Living. It is acknowledged that some sites zoned E4 within the Sutherland Shire are provided with additional permitted uses under Schedule 1 of the LEP which results in a dual occupancy being permissible, however the subject site does not benefit from this.

A summary table of key numeric controls is included below. This planning assessment also discusses the project’s response to other LEP items.

**Table 2: Sutherland Shire Local Environmental Plan 2015 Summary Table**

Item	Requirement	Comment	Likely Compliance
<b>Minimum Subdivision Lot Size</b> CI 4.1	550m <sup>2</sup> for a street fronting lot 700m <sup>2</sup> for an internal lot	With a site area of 1,347m <sup>2</sup> as per the real estate listing, compliant areas for each lot can be provided.	✓
<b>Minimum Subdivision Requirements</b> CI 4.1A	Minimum site width of 18m at the building line required  Minimum site depth of 27m required	The site has a width of more than 18m and allows compliance for each future lot.  The site is estimated to be approximately 67m in length which allows compliance for each future lot.	✓
<b>Height</b> CI 4.3	Maximum of 8.5m	Anticipated compliance (subject to architectural design). This would likely allow for a 2-3 storey dwelling.	✓
<b>Floor space ratio</b> CI 4.4	Maximum of 0.55:1	Anticipated compliance. With a site area of 1,347m <sup>2</sup> as per the real estate listing, a maximum gross floor area of approximately 740m <sup>2</sup> is allowable across the site.	✓
<b>Landscaped area</b> CI 6.14	Min 40%	With a site area of 1,347m <sup>2</sup> as per the real estate listing, a minimum of approximately 540m <sup>2</sup> deep soil landscaping is required and is anticipated to be able to be provided (subject to architectural and landscape design).	✓

<sup>1</sup> “*dwelling house* means a building containing only one dwelling.”



### 4.3 Sutherland Shire Development Control Plan 2015

With the adoption of SSLEP 2015 all applications are now being assessed under the SSDCP 2015. Chapter 2, "Dwelling Houses", part B "Dwelling Houses in the E4 Environmental Living Zone" is relevant to the desired development.

A summary table of key numeric controls is included below. This planning assessment also discusses the project's response to other DCP items.

**Table 3: Sutherland Shire Development Control Plan 2015 Summary Table**

Item	Requirement	Comment	Likely Compliance
<b>Streetscape and Building Form</b> CI 1.2	2 storey maximum, basements not permitted. Can be varied.	Anticipated compliance	✓
	2 or 3 storey development within front 60% of site only.	Anticipated compliance	✓
<b>Setbacks</b> CI 2.2	Front setback (street fronting lot): 7.5m with 1.5m articulation zone for 1/3 façade area, OR established street setback. Front setback (internal lot): 4m	Anticipated compliance.	✓
	Side setbacks: 1.5m	Anticipated compliance.	✓
	Rear setback (street fronting lot): 6.0m Rear setback (internal lot): 4.0m	Anticipated compliance.	✓
<b>Landform</b> CI 3.2	Cut and fill must not exceed 1m from ground level, however can be varied subject to satisfaction of other requirements	Anticipated compliance.	✓
<b>Landscaping</b> CI 4.2	Maximum 50% of front setback to be hard surface.	Anticipated compliance	✓
	Minimum 50% of front setback to be deep soil landscaping.	Anticipated compliance	✓
	Minimum of 4 trees, minimum of 2 indigenous canopy trees (min. height 5m) within 3m of the front boundary and minimum of 2 indigenous canopy trees (min. height 5m) within 2m of the rear boundary.	Anticipated compliance	✓
<b>Building Layout, Solar Access and Private Open Space</b> CI 5.2	Minimum of 3 hours of direct sunlight between 9am and 3pm in midwinter to a living area within the dwelling.	Anticipated compliance	✓
	Private open space to be provided with a minimum area of 36m <sup>2</sup> (with a minimum dimension of 6m), of which 9m <sup>2</sup> must be paved.	Anticipated compliance	✓
	10m <sup>2</sup> of private open space has 3 hours of solar access between	Anticipated compliance	✓

	<p>9:00am and 3:00pm at winter solstice.</p> <p>For neighbouring properties windows of living areas and 10m<sup>2</sup> of private open space has 3 hours of solar access between 9:00am and 3:00pm at the winter solstice.</p>	Anticipated compliance	✓
<b>Parking</b> CI 7.2	Two parking spaces per dwelling house.	Anticipated compliance	✓
	2 single garage doors (max. width 3m) or 1 double garage door (max. width 6m) to face the street.	Anticipated compliance	✓
	Driveways should not exceed a maximum width of 6m at the front boundary.	Anticipated compliance	✓
<b>Waste Management</b> CI 8.2	<p><i>Each dwelling must be provided with a waste storage area capable of accommodating the following:</i></p> <p><i>a. 120 litre garbage bin</i></p> <p><i>b. 240 litre recycling bin</i></p> <p><i>c. 240 litre green waste bin</i></p>	Anticipated compliance	✓

## 4.4 Built Environment

### 4.4.1 Site Context and Streetscape

The subject site is located in a low density, leafy area within proximity to local amenities and activities. The style of future development will need to be sensitively designed regarding scale, bulk and form, particularly as viewed from the w streetscape. Quality composition of building, textures, materials and colours will need to sit well within the streetscape and leafy locality.

Surrounding development includes low-medium density development. Future development under both Scenario 1 and 2 will need to be well designed to be of a comparable and compatible bulk and scale to surrounding development within the same zoning. Some of the dwellings in the locality have been recently renovated and some recently built whilst others are still essentially in original condition. The adjacent site at 189 Acacia Road also contains a dwelling which is identified as a local heritage item. Future development under either scenario will need to be designed to be in keeping with the existing and emerging character of the area, as well as with regard to the adjoining heritage item.

It is anticipated that future development on site can be designed in accordance with requirements relating to streetscape and building form under Chapter 2 of SSDCP 2015, including in relation to number and positioning of storeys as discussed below.

### 4.4.2 Height

Under Clause 4.3 of SSLEP 2015 the maximum allowable height is 8.5m to the highest point of the development. This generally allows for a dwelling of 2-3 storeys, depending upon architectural design. It is anticipated that future development under either scenario could be designed to comply. It is noted that SSDCP 2015 requires

the second and third storey of a development to be located within the front 60% of a site measured from the street boundary. It is anticipated that subject to architectural design, future development could also be compliant with this requirement.

Under Scenario 1 where the existing dwelling were to be retained, the height of this dwelling would not be of concern given that this dwelling is existing. Nevertheless, it appears as though this dwelling has a height of less than 8.5m. It is also single storey in nature so will have no implications if retained in relation to the requirement for a second and third storey to be located within the front 60% of a site.

#### **4.4.3 Density**

The site is subject to a maximum FSR of 0.55:1. Where the street fronting lot had a compliant area of at least 550m<sup>2</sup>, this would allow for a gross floor area of at least 300m<sup>2</sup> and a reasonably well sized dwelling to be located on site. Where the internal lot had a compliant area of at least 700m<sup>2</sup>, this would allow for a gross floor area of at least 385m<sup>2</sup> to be located on site which also allows for a reasonably well sized dwelling. These floor areas would easily allow for a 3-4 bedroom dwelling with multiple or large living spaces.

It is anticipated that each future lot can accommodate a reasonable sized dwelling as discussed above, however the front setback (refer to section 4.4.5) and required vehicular access to the rear internal lot (refer to section 4.4.6) may affect the ability of the future street fronting lot to maximise the available gross floor area.

Under Scenario 1 where the existing dwelling were to be retained, the site area allocated to this dwelling's lot would need to be ensured to be sufficient to allow a compliant FSR on this lot. Nevertheless, the existing dwelling appears to be of a size which would not prevent this from occurring.

#### **4.4.4 Subdivision, Lot Size and Dimensions**

The subject site has an area of 1,347m<sup>2</sup> as per the real estate listing on Realestate.com.au. It is noted that there is information provided on the DP within the Contract of Sale, however given the age of this information and photocopy quality it is difficult to read at the available resolution. Nevertheless, an estimate of site area on Shire Maps provided a comparable site area. Accordingly, the site area of 1,347m<sup>2</sup> has been used throughout this site appraisal.

Under Clause 4.1(3) of SSLEP 2015, a minimum lot size of 550m<sup>2</sup> is required for standard subdivision. However, as the logical form of subdivision would create one street fronting and one internal allotment, Clause 4.1(3A) also applies to the desired development scenario and requires:

*“(3A) Development consent must not be granted for the subdivision of land that would result in an internal lot for which the minimum lot size shown on the Lot Size Map in relation to that land is specified in Column 1 of the table to this subclause, unless the size of the internal lot is not less than the size specified opposite in Column 2 of that table.”*

**Column 1**

550 square metres

700 square metres

850 square metres

**Column 2**

700 square metres

850 square metres

1,000 square metres

The internal lot resulting from the proposed subdivision requires an area of at least 700m<sup>2</sup>, and the street fronting lot requires an area of at least 550m<sup>2</sup> (1,250m<sup>2</sup> in total). The following Six Maps extract shows approximately where the boundary would need to be to enable a lot of approximately 700sq.m to the rear. It should be noted that scenario 1 (which maintains the existing house) may require some careful thought in relation to providing car parking for the front lot. It is noted that Council are very unlikely to accept a garage in front of the existing building and providing a double garage in the rear of the property will be difficult in terms of maintaining adequate setbacks and rear Private Open Space area. It is possible that part of the existing dwelling would need to be demolished to enable the carparking to be achieved and/or that one of the spaces may need to be a carport rather than a garage. This aspect needs further investigation in the detailed design phase as there may also be other solutions.



Source: Six Maps

**Figure 7: Approximate 700sq.m Potential Rear Lot**

Clause 4.1A(2) of SSLEP 2015 also relates to the desired subdivision of the subject site. Clause 4.1A(2) of SSLEP 2015 states:

*“(2) Development consent must not be granted for the subdivision of land in Zone E3 Environmental Management or Zone E4 Environmental Living unless each lot resulting from the subdivision will have:*

- (a) a minimum width of 18 metres at the building line, and*
- (b) a minimum depth of 27 metres.”*

Given that the subject site has a width of approximately 20m and length of approximately 67m (as estimated using Shire Maps), it is considered that a future subdivision could allow compliance with the above.

The proposed subdivision will also need to provide suitable easements to ensure that each lot has legalised access to the site and services. This can be formalised through the provision of easements for right of carriageway and services, which are



usually provided via and adjacent the driveway. It is anticipated that this can be suitably provided. It is noted that all services will need to be provided to each lot as part of a future subdivision application (e.g. water, sewer, NBN, electricity etc).

A detailed survey is highly recommended to be obtained, in particular to determine the width of the existing driveway and southern setback to the existing dwelling where Scenario 1 is pursued. There are minimum width requirements relating to rights of carriageway (which would be required to be met), and may result in part of the existing dwelling being required to be demolished (in which case it may be more practicable to demolish the entire dwelling). Chapter 36 of SSDCP 2015 states:

*“All Rights of Carriageway/ access handles shall be 3.0m in width, with concrete pavement with kerb and relief drainage within a 3.65m reserve width to serve a maximum of three dwellings.”*

Discussion with an engineer and preliminary discussion with Council following the obtaining of a survey and the determination of the southern setback would be beneficial if the southern setback is less than the 3.65m. This preliminary discussion could determine whether the 3.65m width can be varied where an existing dwelling is being retained. Wynne Planning briefly discussed this with a stormwater consultant who could not provide any guarantee that a right of carriageway with a width less than that required would be accepted by Council.

#### **4.4.5 Front, Side and Rear Setbacks**

##### **Front Setback**

Under Scenario 1 where the existing dwelling is to be retained, the existing front setback would remain acceptable.

Under Scenario 2 where the existing dwelling is demolished, a proposed subdivision would need to demonstrate that a future dwelling could be located on the street fronting lot with a compliant front setback. The site is subject to a minimum street setback of 7.5m with a 1.5m articulation zone for one third of the façade area, or the established street setback. The established street setback is the average setback of dwellings having the same road frontage and located within 40m of the subject site. It is noted that street setbacks vary, and this warrants an estimation of the average street setback that would technically be applied to the site.

The following dwellings are relevant to the estimation of the established street setback (as estimated using Shire Maps):

- 181 Acacia Road: Approximately 7.7m;
- 183 Acacia Road: Approximately 13.5m;
- 189 Acacia Road: Approximately 14.3m; and
- 191 Acacia Road: Approximately 8m.

The average of the above setbacks is approximately 10.9m. It is anticipated that this established setback could be accommodated for. It is noted that further attention may be provided to this setback given that the site is adjacent a heritage item which would



have a greater setback. Discussion on Council's opinion on this would be beneficial, as would advice from a heritage consultant. This front setback may affect the maximisation of the street fronting lot's available gross floor area given that it is greater than 7.5m, however a reasonable sized dwelling is anticipated to be able to be accommodated for on this lot.

The applicable setback for the internal lot resulting from both Scenarios 1 and 2 is 4m and is considered to be able to be easily provided.

#### Side Setbacks

The required side setbacks for any future dwelling is 1.5m. Second storey side elevations in excess of 15m in length are required to incorporate an additional 0.5m setback for the portion of the elevation having a length of greater than 15m. It is anticipated that a future single dwelling on each lot resulting from the subdivision could be designed to comply.

If the existing dwelling were retained on the future street fronting lot under Scenario 1, its existing side setbacks would be accepted.

#### Rear Setback

A rear setback of 6m is applicable to a future single dwelling on the future street fronting lot under Scenario 2. It is anticipated that this can be provided. Where the existing dwelling is retained on the street fronting lot under Scenario 1 the proposed rear boundary would need to be located 6m to the rear of the dwelling. It is anticipated that this can be suitably provided.

A rear setback of 4m is applicable to a future single dwelling on the future internal lot resulting from both Scenarios 1 and 2. It is anticipated that this can be suitably provided.

### **4.4.6 Access, Servicing, Parking and Traffic**

Vehicular access to the site is currently available via a driveway leading from Acacia Road, extending west along the southern boundary to the existing detached garage. It is noted that as part of a future subdivision application (under either Scenario 1 or 2), vehicular access will need to be provided to the internal lot. In order to facilitate this, it is likely that at least the existing detached garage would need to be removed. This would allow the use of the existing driveway and for it to be continued if required (depending on the length of the driveway) to the internal lot. It is noted that given the age of the driveway and that it comprises wheel strips, it may be beneficial to update and relay the driveway to modernise it.

Should Scenario 1 be pursued and the existing dwelling be retained, as discussed above, the detached garage would need to be demolished to allow vehicular access to the internal lot. 2 parking spaces per single dwelling are required under SSDCP 2015, and 2 parking spaces would need to be provided to this dwelling. These could be provided to the rear of the dwelling to be retained, accessed via the driveway. These spaces could just be hardstand spaces, or could be covered by a carport or contained within a new garage. These spaces, however, would need to be designed so as to ensure that cars could enter and exit the garage in a forward direction. It is anticipated that this can be designed to occur (subject to architectural design).

Providing the above spaces within the front setback is an alternative, however is considered to have a lesser chance for success given that parking within the front setback is not a preferred option for Council, and it would likely impact upon existing trees within the front setback which is also not a desirable outcome.

Should Scenario 2 be pursued and the existing structures on site be demolished, parking spaces would not need to be provided to each lot, however a driveway would be required to be provided demonstrate that each lot has the potential to accommodate a single dwelling with parking.

It is suggested that a shared driveway could be provided as part of Scenario 2 also and in the same or a comparable position to the existing driveway, as this would minimise impacts to trees and maximise deep soil landscaping.

It is also noted that an internal lot is also often required to provide a visitor parking space which allows forward entry and exit from the site, and it is anticipated that this can occur.

Pedestrian access to the subject site is currently provided via the driveway. This can be maintained for the subdivision, with pedestrian access to the rear lot provided via the driveway for both Scenarios 1 and 2. Pedestrian access to the street fronting lot could remain as existing if the existing dwelling were retained under Scenario 1, or provided via the driveway and/or a path in future if the existing dwelling were demolished under Scenario 2.

Appropriate sight lines will need to be provided to minimise the potential for conflict between pedestrians and vehicles, and it is anticipated that subject to design this could occur.

As discussed in section 4.4.4 of this report, a detailed survey is highly recommended to be obtained, in particular to determine the width of the existing driveway and southern setback to the existing dwelling where Scenario 1 is pursued. There are minimum width requirements relating to rights of carriageway (which would be required to be met), and may result in part of the existing dwelling being required to be demolished (in which case it may be more practicable to demolish the entire dwelling). Chapter 36 of SSDCP 2015 states:

*"All Rights of Carriageway/ access handles shall be 3.0m in width, with concrete pavement with kerb and relief drainage within a 3.65m reserve width to serve a maximum of three dwellings."*

Discussion with an engineer and/or preliminary discussion with Council following the obtaining of a survey and the determination of the southern setback would be beneficial if the southern setback is less than the 3.65m. This preliminary discussion could determine whether the 3.65m width can be varied where an existing dwelling is being retained. Wynne Planning briefly discussed this with a stormwater consultant who could not provide any guarantee that a right of carriageway with a width less than that required would be accepted by Council.

It is noted that Shire Maps estimates a distance of 3.2m between the existing dwelling and southern side boundary as shown in Figure 7 below. This is noted to be measured from the eave of the roof, and not the wall of the dwelling. Where the eave is excluded, it is considered that the setback is likely to be close to the required 3.65m. Figure 8 below (Image 4 within Appendix A) shows the existing driveway, southern setback, eave and detached garage.



Figure 7: Aerial Photo Map Extract



Figure 8: Photo along southern boundary

#### 4.4.7 Visual Privacy

Visual privacy can generally be addressed through detailed design measures including orientation, setbacks, positioning of windows and doors, sill heights, screening and screen landscaping. It is anticipated that future development on site under either development scenario can be designed to maximise amenity for future residents while minimising impacts to surrounding development (subject to architectural design).



#### **4.4.8 Acoustic Environment and Vibration**

The subject site is within proximity to a major road – Princes Highway. It is located within a Road Traffic Buffer Zone (AADT > 40,000), as per Council's Road and Rail Noise Buffer Map. As discussed within section 4.1 of this report, this triggers the requirements of SEPP (Infrastructure) 2007, and as discussed within section 4.1 it is anticipated that future development on site can be appropriately designed with regard to this constraint. It is likely that the advice and a report from an acoustic consultant would be required.

Appropriate noise attenuation measures can be incorporated into future design under either scenario to minimise noise impacts to and from adjoining land uses. These measures may relate to glazing, wall construction, external door thickness, ceiling/roof construction and consideration of ventilation requirements. The provision of appropriate setbacks, windows and doors can also assist. It is anticipated that future development on site can be designed to maximise amenity for future residents while minimising impacts to surrounding development (subject to architectural design).

#### **4.4.9 Ventilation, Solar Access and Shadow**

It is anticipated that (subject to design) a future dwelling(s) on site could be provided with generous opportunities for natural and cross ventilation. Similarly, it is anticipated that a future dwelling(s) could be designed so as to allow the dwelling to take advantage of solar access while maximising outlook. These considerations also minimise the reliance of future occupants on mechanical means of heating and cooling. It is noted that SSDCP 2015 requires dwellings to be provided with an indoor living area and at least 10m<sup>2</sup> private open space that enjoys at least 3 hours solar access between 9am-3pm at the winter solstice. It is anticipated that future development under either scenario could be designed to comply (subject to architectural design).

Further to the above, future development on site would need to be well designed to minimise overshadowing to surrounding development, and allow a living area and at least 10m<sup>2</sup> of adjoining dwellings' private open space to continue to enjoy at least 3 hours solar access between 9am-3pm at the winter solstice. Given the orientation of the subject site and surrounding, it is anticipated that where future development on site is well designed it will not unreasonably overshadow surrounding properties (subject to architectural design).

#### **4.4.10 BCA**

Any future development will need to be designed in accordance with the relevant BCA considerations. It is anticipated that subject to future design, BCA requirements can be suitably satisfied.

#### **4.4.11 Energy Efficiency**

As discussed within section 4.1 of this report, a future residential Development Application would be required to be accompanied by a BASIX certificate. As noted, it is anticipated that subject to design, BASIX requirements could be suitably met.

#### 4.4.12 Private Open Space

Any future dwelling on site will be required to be provided with private open space. SSDCP 2015 requires each dwelling to be provided with at least 36m<sup>2</sup> private open space. This must have a minimum dimension of 5m and include at least 9m<sup>2</sup> paved area. It is anticipated that subject to future design, a future dwelling(s) could be provided with more than compliant private open space oriented to maximise solar access.

Where the existing dwelling on site is to be retained under Scenario 1, a compliant area of private open space will be required to be provided. It is anticipated that this can occur within the rear setback and with the relocation of parking (subject to architectural design). Additional private open space can continue to be provided within the generous front setback.

#### 4.4.13 Heritage

While the subject site does not contain a heritage item and is not located within a heritage conservation area, it is located adjacent a local heritage item – local heritage item 2402. This item is described as “House”.

While future works on the subject site can be designed so as not to affect the heritage item, any future dwelling will need to be well designed so as not to affect or detract from the heritage significance of the heritage item. It is anticipated that subject to appropriate architectural design this can be achieved under either development scenario.

#### 4.4.14 Other Matters – Built Form

Other built form matters are assessed briefly in the table below.

Item	Assessment comment
Dwelling size and layout	Given the available FSR on site, it is anticipated that each lot can accommodate a single dwelling of a good size and functional layout (subject to architectural design).
Accessibility	No accessibility provisions under SSLEP 2015 or SSDCP 2015 apply to development in relation to a single dwelling.
Utilities	All services are anticipated to be currently available for the existing dwelling on the site and surrounding development and able to be available to future development.
Waste management	It is anticipated that future development comprising a single dwelling(s) could accommodate the required bins under SSDCP 2015 and allow for kerbside collection.
Construction Site Management	All demolition, construction and deliveries to the site necessary for the carrying out of future development will be between specified restricted



	hours in accordance with future conditions of consent.
Views	There are no significant views through the site. Some outlook may be available at a future upper level to nearby bushland.
Foreshore Building Line, Mean High Water Mark	The site is not affected by a Foreshore Building Line, Foreshore Area or Mean High Water Mark.

## 4.5 Natural Environment

### 4.5.1 Tree Removal, Retention and Landscaping

A future Development Application which related to a dwelling house would need to be accompanied by a landscape plan, including relating to trees proposed to be removed and retained, as well as any other proposed vegetation on site. Given that there are a number of existing trees on site including native species, it is likely that an arborist report would need to accompany a future Development Application also. The retention of trees (in particular native species) is preferred by Council and generally required if the trees can be reasonably retained. It appears that some trees would be required to be removed to facilitate a future dwelling on the future internal lot. All neighbouring trees are required to be retained.

Under CI 6.14 of SSLEP 2015, the minimum area of landscaping required is 40% of the site area. Each lot resulting from proposed subdivision will be required to comply. It is noted that deep soil landscaping is landscaping which is not interrupted or impeded by other building elements. It includes areas such as grass and garden areas, however excludes stepping stones, paths, paved areas, pools, rainwater tanks, bin storage etc.

A future Development Application for subdivision under either scenario would need to provide demonstration that each lot is capable of containing a dwelling and associated ancillary features which allow the lot to also contain at least 40% deep soil landscaping. If the existing dwelling is to be retained, the street fronting lot will also need to be demonstrated to contain 40% deep soil landscaping. It is anticipated that subject to architectural and landscape design, future development can be designed to comply.

SSDCP 2015 also requires that at least 50% of the area within the front setback comprise deep soil landscaping. It is anticipated that subject to architectural and landscape design, future development under either scenario can be designed to comply. It is also noted that generally, Council require a 1m strip of landscaping between a side boundary and driveway. This often adds a little to the width of the right of carriageway.

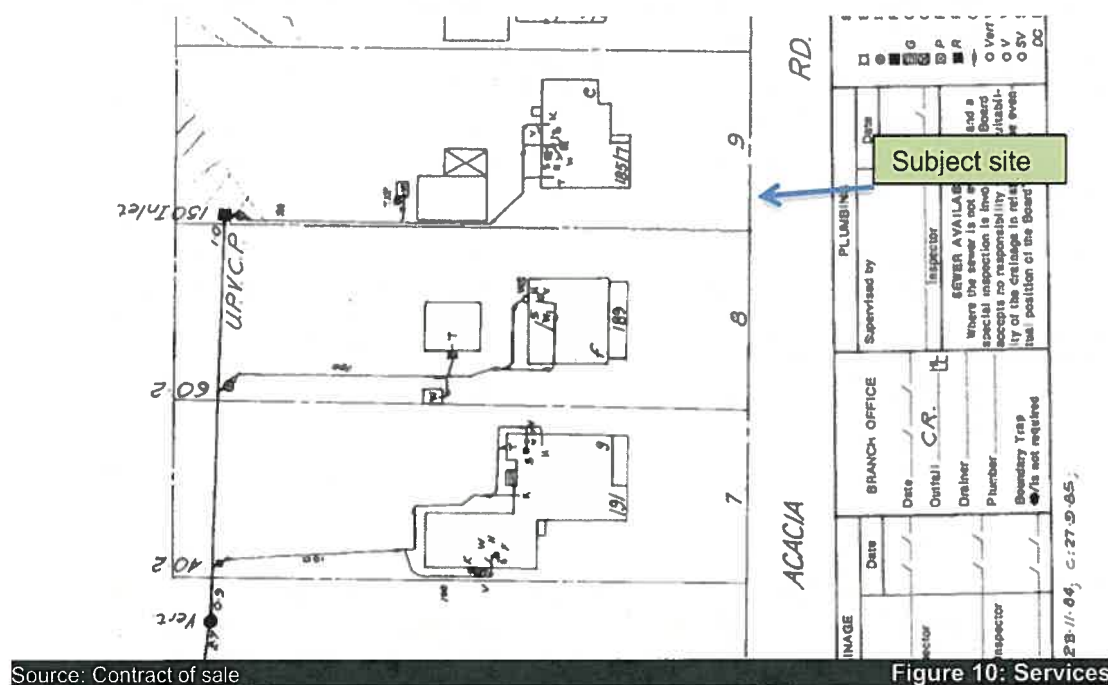
### 4.5.2 Stormwater

A future Development Application will be required to be accompanied by a stormwater plan. The information provided with the contract of sale indicates that the rear of the property is affected by some stormwater/wastewater/sewer infrastructure. This was discussed with stormwater engineers briefly contacted by Wynne Planning. The stormwater engineers discussed that it appeared that both diagrams were sewer related. The below figures 9 and 10 provide a screenshot of this information.

Source: Contract of sale

Figure 9: Services

### Figure 9: Services



### Figure 10: Services

Investigation of where the site currently drains to and how stormwater is managed is an important matter. If the site does not benefit from an easement and requires an easement to be obtained, this can significantly add to the time and cost of future development. Easements can cost tens of thousands of dollars per property they affect, and if the owners of the affected property are resistant to providing an easement, this can significantly add to the length of time associated with development. At times, it can require a court process to be involved where parties cannot reach an agreement which incurs additional cost in relation to time and money.

The site is not identified for flood planning and is not identified on the Flood Risk Management Map under SSDCP 2015.

#### 4.5.3 Landform, Cut and Fill

SSDCP 2015 requires development to be sited and designed in response to site topography, minimising cut and fill. It is anticipated that future development on site can be suitably designed under either development scenario, and this may include the stepping of floor plates of a future dwelling (subject to architectural investigation and the obtaining of a detailed survey).

#### 4.5.4 Bushfire

The subject site is identified as being bush fire prone land (vegetation buffer). Any future application will need to be supported by a bush fire report, and it is recommended that advice from a bush fire consultant be sought. Generally, it is Wynne Planning's experience that sites affected by the vegetation buffer can be developed, however measures such as selecting appropriate materials are required to be implemented. This is not Wynne Planning's direct area of expertise however, and accordingly there may be other factors or items to be considered. Please seek the advice of a bush fire consultant.



Source: Shire Maps

Figure 11: Bush Fire Prone Land Map Extract



#### 4.5.5 Archaeological Sensitivity

The subject site is identified as having medium archaeological sensitivity. However, given that the site has been previously cleared and developed it is not anticipated that archaeological artefacts will be encountered. Nevertheless, conditions of consent could be included with the consent of a future Development Application to outline requirements in the event of an artefact being encountered.

#### 4.5.6 Other Matters – Natural Environment

Item	Assessment comment
Ecologically Sustainable Building Design	A future residential development will need to be accompanied by a BASIX certificate as discussed throughout this report. It is anticipated that subject to design, BASIX requirements can be met.
Soil, erosion and sedimentation	It is anticipated that appropriate design, stormwater and erosion and sediment control measures can be employed.
Flora and fauna	It is anticipated that future development will have no unreasonable implications for threatened species, populations or ecological communities or their habitats (subject to design). The site is not identified on Greenweb mapping, as containing threatened species, or as being affected by terrestrial biodiversity.
Conservation of Land and Water Resources	It is anticipated that future development will not have any effect on conserving and using valuable land resources such as productive agricultural land, mineral and extractive resources or water supply catchments.
Air and microclimate	It is anticipated that future development will present minimal potential for emissions of dust, particulates, odours, fumes, gases and pollutants as a result of demolition and construction that will occur on site (subject to design).
Riparian Lands and Watercourses	The site is not identified as being affected by riparian lands or watercourses, and is well separated from these nearby.
Acid Sulfate Soils	The site is not identified as being affected by acid sulfate soils.
Sea Level Rise	The site is not identified on Council's Sea Level Rise Policy mapping.

#### 4.6 Social and Economic

A future new dwelling(s) on site will improve the residential amenity for residents while anticipated as being able to be sensitively designed to minimise impacts to surrounding development. The site is in a desirable place to live, particularly for families, being located within proximity to local amenities and activities and adjoining

the waterway. It is anticipated that new single dwelling(s) can be designed with consideration given to the local character of the area, especially when viewed from the streetscape and so as not to detract from the adjoining heritage item.

It is anticipated that future development can be designed to ensure it will not give rise to any unreasonable adverse environmental impacts on any nearby properties by way of overshadowing, noise, loss of privacy, or views (subject to architectural design). It is anticipated that it will not unreasonably affect the visual character and amenity of the local area (subject to architectural design), and accordingly the social impact is considered likely to be a positive one.

#### **4.7 Hazards**

As outlined in this report, it is anticipated that future development can be appropriately designed to avoid, minimise or mitigate impacts with relation to the site's identifications. Notably, the site is not affected by flooding and is not known to contain contamination.

#### **4.8 Public Interest**

It is anticipated that future development will not give rise to any unreasonable adverse environmental impacts on any nearby properties by way of overshadowing, noise, loss of privacy, or views. It is anticipated that it can accommodate well-designed development that will contribute positively to the streetscape and designed to minimise any impact of the works as viewed from the streetscape and adjoining properties. It is therefore considered likely to be in the public interest.



# 5

## Conclusion

This report provides a preliminary site appraisal for 185-187 Acacia Road, Kirrawee. The site currently contains a single dwelling with detached ancillary structures. We understand the client wishes to investigate future potential for subdivision development of the site.

### Site Description and Key Planning Controls

The subject site is legally identified as Lot 9 of Section 61 in DP 802 and known as 185-187 Acacia Road, Kirrawee. The site is regular in shape with a total site area of 1,347m<sup>2</sup>. The key relevant existing planning controls are Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015) and Sutherland Shire Development Control Plan 2015 (SSDCP 2015). The subject site is zoned E4 – Environmental Living under SSLEP 2015. It is noted that while a number of sites in this zone benefit from additional permitted uses allowing dual occupancy development, the site is not identified as benefitting from this additional permitted use.

It is also noted that under the SSLEP 2015 the subject site:

- has a maximum building height of 8.5m;
- has a maximum floor space ratio of 0.55:1;
- has a 40% minimum landscaped area;
- has a minimum lot size for subdivision of 550m<sup>2</sup> for street fronting lots and 700 m<sup>2</sup> for internal lots.
- is not identified as a heritage item however is located adjacent to local heritage item 2402 – “house”;
- is not identified as having additional permitted uses;
- is not identified as being affected by riparian lands and watercourses;
- is not affected by a foreshore building line;
- is not identified as being affected by terrestrial biodiversity;
- is not affected by acid sulfate soils;
- is not identified as being affected by natural landforms;
- is not identified as being affected by groundwater vulnerability;
- is not identified for flood planning; and
- is not identified for land reservation acquisition.

It is also noted that under SSDCP 2015 the site:

- is identified as bush fire prone land to approximately 80% of the site;
- is identified as having a medium archaeological sensitivity;
- is identified on the Road and Rail Noise Buffer Map as being affected by a Road Traffic Buffer Zone;
- is not identified on the Wetlands and Waterways Map;
- is not identified on the Flood Risk Management Map;
- is not identified on the Greenweb map; and
- is not identified as containing vegetation communities.

### Scenarios

The following Scenarios have been considered:

- Scenario 1: Subdivision of the subject site into two allotments with the retention of the existing dwelling on the street fronting lot and construction of a single dwelling on the rear lot;
- Scenario 2: Demolition of existing structures, subdivision of the subject site into two allotments and construction of a single dwelling on each resulting lot;

As the site does not benefit from additional permitted uses (which can result in some sites in Zone E4 Environmental Living being able to contain a dual occupancy) as discussed in Section of this report 2.4 above, development scenarios have not investigated the potential for this to occur.

### Summary of Key Opportunities and Constraints

Key site opportunities and constraints include:

- **Heritage:** The site is located adjacent a local heritage item – local heritage item 2402. This item is described as “House”. Future development will need to take this into consideration and ensure that it does not detract from the qualities of this item. It is anticipated that this can suitably occur.
- **Bushfire:** The site is affected for the most part by bush fire prone land (vegetation buffer) however it is not anticipated that this issue would prevent a future subdivision. Discussion with a bush fire consultant is recommended to confirm this prior to lodgement of any Pre-DA or DA.
- **Site Area and Dimensions:** The internal lot resulting from the proposed subdivision requires an area of at least 700m<sup>2</sup>, and the street fronting lot requires an area of at least 550m<sup>2</sup> (1,250m<sup>2</sup> in total). The following Six Maps extract shows approximately where the boundary would need to be to enable a lot of approximately 700sq.m to the rear. It should be noted that scenario 1 (which maintains the existing house) may require some careful thought in relation to providing car parking for the front lot. It is noted that Council are very unlikely to accept a garage in front of the existing building and providing a double garage in the rear of the property will be difficult in terms of maintaining adequate setbacks and rear Private Open Space area. It is possible that part of the existing dwelling would need to be demolished to enable the carparking to be achieved and/or that one of the spaces may need to be a carport rather than a garage. This aspect needs further investigation in the detailed design phase as there may also be other solutions.



- **Right of Carriageway(ROC)/Access handle:** ROC/Access handle widths should ideally be 4m however it appears that the existing width between the house and side boundary may be just short of this. It is considered likely that Council would accept a merit argument for this aspect for scenario 1 if the detailed survey showed that to be case.
- **The existing dwelling:** The site contains an existing dwelling. While the detached garage will likely need to be demolished, it may be an advantage to retain the existing dwelling as part of the subdivision as this could add to the value of the street fronting lot.
- **Street setback:** Under Scenario 1 where the existing dwelling is to be retained, the existing front setback would remain acceptable. Under Scenario 2 where the existing dwelling is demolished, a proposed subdivision would need to demonstrate that a future dwelling could be located on the street fronting lot with a compliant front setback. The site is subject to a minimum street setback of 7.5m with a 1.5m articulation zone for one third of the façade area, or the established street setback. The established street setback is the average setback of dwellings having the same road frontage and located within 40m of the subject site. It is noted that street setbacks vary, and this warrants an estimation of the average street setback that would technically be applied to the site. The following dwellings are therefore relevant to the estimation of the established street setback (as estimated using Shire Maps):
  - 181 Acacia Road: Approximately 7.7m;
  - 183 Acacia Road: Approximately 13.5m;
  - 189 Acacia Road: Approximately 14.3m; and
  - 191 Acacia Road: Approximately 8m.

The average of the above setbacks is approximately 10.9m. It is anticipated that this established setback could be accommodated for. It is noted that further attention may be provided to this setback given that the site is adjacent a heritage item which would have a greater setback. Discussion on Council's opinion on this would be beneficial, as would advice from a heritage consultant. This front setback may affect the maximisation of the street fronting lot's available gross floor area given that it is greater than 7.5m, however a reasonable sized dwelling is anticipated to be able to be accommodated for on this lot.

- **Stormwater and Drainage:** The site slopes away from the road, which can have implications for stormwater and drainage. It is recommended that further investigation be carried out to determine whether or not the site currently benefits from any formal easements, and whether any are required to be obtained to facilitate future development. This issue is normally able to be addressed, but may result in some additional development costs. This can be explored with the assistance of a stormwater specialist.
- **Survey:** A survey is highly recommended to provide detailed information on site levels and easements. It will also allow the accurate measurement of the existing setback between the dwelling and southern boundary to assist in determining if a right of carriageway can be provided within the existing setback, or whether works would be required to widen this area.
- **Permissibility:** While sites zoned E4 Environmental Living are generally prohibited from containing a dual occupancy, some sites are provided with additional permitted uses to allow a dual occupancy. The subject site does not benefit from any additional permitted uses.

Overall, and subject to the outcome of the above, it is anticipated that future development on site can be appropriately designed with regard to the site's constraints, opportunities and identifications subject to the obtaining of a detailed survey, architectural investigation, heritage advice and consultation with other suitably qualified professionals as discussed within this report. It is anticipated that the site will be able to be suitably subdivided into two lots, with each future lot able to accommodate a reasonable size dwelling and functional layout, maximising amenity and minimising impacts to the environment and surrounding development.

## Next Steps

The following actions are recommended to be undertaken:

- **Architectural, Stormwater, Bushfire and Heritage Investigations:** It is recommended that the redevelopment scenario be investigated further by an architect. In addition, It is recommended that further advice be sought in relation to stormwater, bushfire and the heritage item adjacent the site to ensure that future development responds appropriately to those constraints; and
- **DA phase:** subject to the outcome of the investigations full detailed architectural, landscape, stormwater and other plans and reports would need to be developed. Wynne Planning can recommend suitable consultants if desired, and can prepare a Statement of Environmental Effects using some of the information within the preliminary site appraisal and Pre-DA notes (if applicable).

# APPENDICES



# Appendix A – Photos



Photo Key



Photo 1: standing in front of and looking at the subject site in a westerly direction.





Photo 2: standing in front of the subject site looking north west towards No 183 Acacia Rd.



Photo 3: standing in front of the subject site looking south west towards No 189 Acacia Rd.





Photo 4: standing on the subject site looking along the southern boundary towards the existing garage.



Photo 5: standing in front of the garage looking at the rear of the existing dwelling towards the northern boundary.





Photo 6: standing in front of the northern boundary looking west towards the rear of the site.



Photo 7: standing in front of the northern boundary looking towards the existing garage.





Photo 8: standing in front of the northern boundary looking towards the rear of the existing dwelling.



Photo 9: standing in front of the northern boundary looking east along the northern boundary.





Photo 10: standing in the rear yard looking north west towards the rear boundary.



Photo 11: standing in the rear yard looking south west towards the rear boundary.





Photo 12: standing in front of the rear boundary looking north east.



Photo 13: standing in front of the rear boundary looking east.





Photo 14: standing in front of the rear boundary looking south east.



Photo 15: standing on the driveway near the garage looking east towards Acacia Rd.





Photo 16: standing in front of the subject site looking north east.



Photo 17: standing in front of the subject site looking east.





Photo 18: standing in front of the subject site looking south east.



Photo 19: standing opposite and looking at the subject site in a westerly direction.





Photo 20: standing opposite the subject site looking south west.



Photo 21: standing opposite the subject site looking north west.